IN THE CLAIMS:

Please amend the claims as indicated:

1.-10. (CANCELED)

11. (ORIGINAL) A method of thermal management for a gas turbine engine comprising the steps of:

(1) deoxygenating a fuel to provide a deoxygenated fuel;

(2) communicating the fuel through a first liquid-to-liquid heat exchanger system operable at a first maximum temperature;

(3) communicating the deoxygenated fuel through a second liquid-to-liquid heat exchanger system operable at a second maximum temperature, said second maximum temperature greater than said first maximum temperature.

12. (ORIGINAL) A method as recited in claim 11, wherein said step (2) further comprises the step of:

communicating the deoxygenated fuel and an oil through the first liquid-to-liquid heat exchanger, the oil effective above approximately 325 degrees Fahrenheit.

13. (ORIGINAL) A method as recited in claim 11, wherein said step (2) further comprises the step of:

communicating the deoxygenated fuel and an oil through the first liquid-to-liquid heat exchanger and preventing the oil from exceeding approximately 325 degrees Fahrenheit.

14. (ORIGINAL) A method as recited in claim 13, further comprises the step of:

communicating the oil through an oil loop in communication with a subsystem which can not exceed approximately 325 degrees Fahrenheit.

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15. (ORIGINAL) A method as recited in claim 11, wherein said step (3) further comprises the step of:

communicating the deoxygenated fuel and an oil through the second liquid-to-liquid heat exchanger, the oil effective above approximately 325 degrees Fahrenheit.

16. (ORIGINAL) A method as recited in claim 11, wherein said step (3) further comprises the step of:

communicating the deoxygenated fuel and an oil through the second liquid-to-liquid heat exchanger and permitting the deoxygenated fuel to exceed 325 degrees Fahrenheit.

17. (ORIGINAL) A method as recited in claim 11, wherein said step (1) occurs prior to said step (2).

18. (ORIGINAL) A method as recited in claim 11, further comprises the step of:

communicating the deoxygenated fuel through a fuel pump after said step (2).

19. (ORIGINAL) A method as recited in claim 11, further comprises the step of:

communicating the deoxygenated fuel from the first liquid-to-liquid heat exchanger to the second liquid-to-liquid heat exchanger.

20. (CURRENTLY AMENDED) A method of thermal management ~~with~~ within an aircraft fuel system comprising the steps of:

(1) communicating fuel from an aircraft fuel tank;

(2) deoxygenating the fuel to provide a deoxygenated fuel;

(3) communicating the fuel through a first liquid-to-liquid heat exchanger system in communication with a first oil loop operable at a first maximum temperature;

(4) communicating the deoxygenated fuel through a second liquid-to-liquid heat exchanger system in communication with a second oil loop operable at a second maximum temperature after said steps (2) and (3), said second maximum temperature greater than said first maximum temperature.

21. (PREVIOUSLY PRESENTED) A method as recited in claim 20, wherein said step (3) further comprises the steps of:

(a) communicating the deoxygenated fuel and an oil effective above approximately 325 degrees Fahrenheit in the first oil loop through the first liquid-to-liquid heat exchanger; and

(b) communicating the oil within the first oil loop with a subsystem which can not exceed approximately 325 degrees Fahrenheit.

22. (PREVIOUSLY PRESENTED) A method as recited in claim 21, wherein said step (b) further comprises the step of:

(i) communicating the oil within the first oil loop with an aircraft generator subsystem.

23. (PREVIOUSLY PRESENTED) A method as recited in claim 21, wherein said step (b) further comprises the step of:

(i) communicating the oil within the first oil loop with an engine fan gear subsystem.

25. (PREVIOUSLY PRESENTED) A method as recited in claim 21, wherein said step (a) further comprises the step of:

(i) maintaining the deoxygenated fuel at a temperature below approximately 325 degrees Fahrenheit.

26. (PREVIOUSLY PRESENTED) A method as recited in claim 20, further comprising the steps of:

(5) maintaining the deoxygenated fuel at a temperature below approximately 325 degrees Fahrenheit prior to said step (4); and

(6) communicating the deoxygenated fuel through a fuel pump prior to said step (4).

27. (PREVIOUSLY PRESENTED) A method as recited in claim 20, wherein said step (4) further comprises the steps of:

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(a) communicating the deoxygenated fuel and an oil effective above approximately 325 degrees Fahrenheit in the second oil loop through the second liquid-to-liquid heat exchanger; and

(b) communicating the oil within the second oil loop with an aircraft subsystem which operates in excess of approximately 325 degrees Fahrenheit.

28. (PREVIOUSLY PRESENTED) A method as recited in claim 27, wherein said step (b) further comprises the step of:

(ii) communicating the oil within the second oil loop with an engine oil loop.

29. (PREVIOUSLY PRESENTED) A method as recited in claim 27, further comprising the steps of:

(c) permitting the deoxygenated fuel to exceed a temperature of approximately 325 degrees Fahrenheit.

30. (PREVIOUSLY PRESENTED) A method as recited in claim 27, further comprising the steps of:

(c) communicating the deoxygenated fuel through a fuel pump prior to said steps (a) and (b).

31. (PREVIOUSLY PRESENTED) A method as recited in claim 20, further comprising the step of:

(5) communicating the deoxygenated fuel to the gas turbine engine during operation of the gas turbine engine after said step (4).

32. (PREVIOUSLY PRESENTED) A method of thermal management within an aircraft fuel system comprising the steps of:

(1) deoxygenating the fuel to provide a deoxygenated fuel;

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(2) communicating the fuel through a first liquid-to-liquid heat exchanger system in communication with a first oil loop operable at a temperature below approximately 325 degrees Fahrenheit; and

(3) communicating the deoxygenated fuel through a second liquid-to-liquid heat exchanger system in communication with a second oil loop operable at a temperature above approximately 325 degrees Fahrenheit after said steps (1) and (2).

33. (PREVIOUSLY PRESENTED) A method as recited in claim 32, wherein said step (1) occurs prior to said step (2) such that deoxygenated fuel is communicate through the first liquid-to-liquid heat exchanger system.

34. (PREVIOUSLY PRESENTED) A method as recited in claim 32 further comprising the step of:

(5) communicating the deoxygenated fuel to the gas turbine engine during operation of the gas turbine engine after said step (3).

35. (PREVIOUSLY PRESENTED) A method as recited in claim 32, further comprising the steps of:

(4) communicating the deoxygenated fuel through a fuel pump prior to said step (3).

36. (PREVIOUSLY PRESENTED) A method as recited in claim 11 further comprising the step of:

(4) communicating the deoxygenated fuel to the gas turbine engine during operation of the gas turbine engine after said step (3).

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